

DCS magazine

OFFICIAL PUBLICATION OF THE DE LOREAN CAR SHOW

WINTER 2006 | VOLUME TWO | NUMBER THREE

Chicago '06

The DeLorean Museum

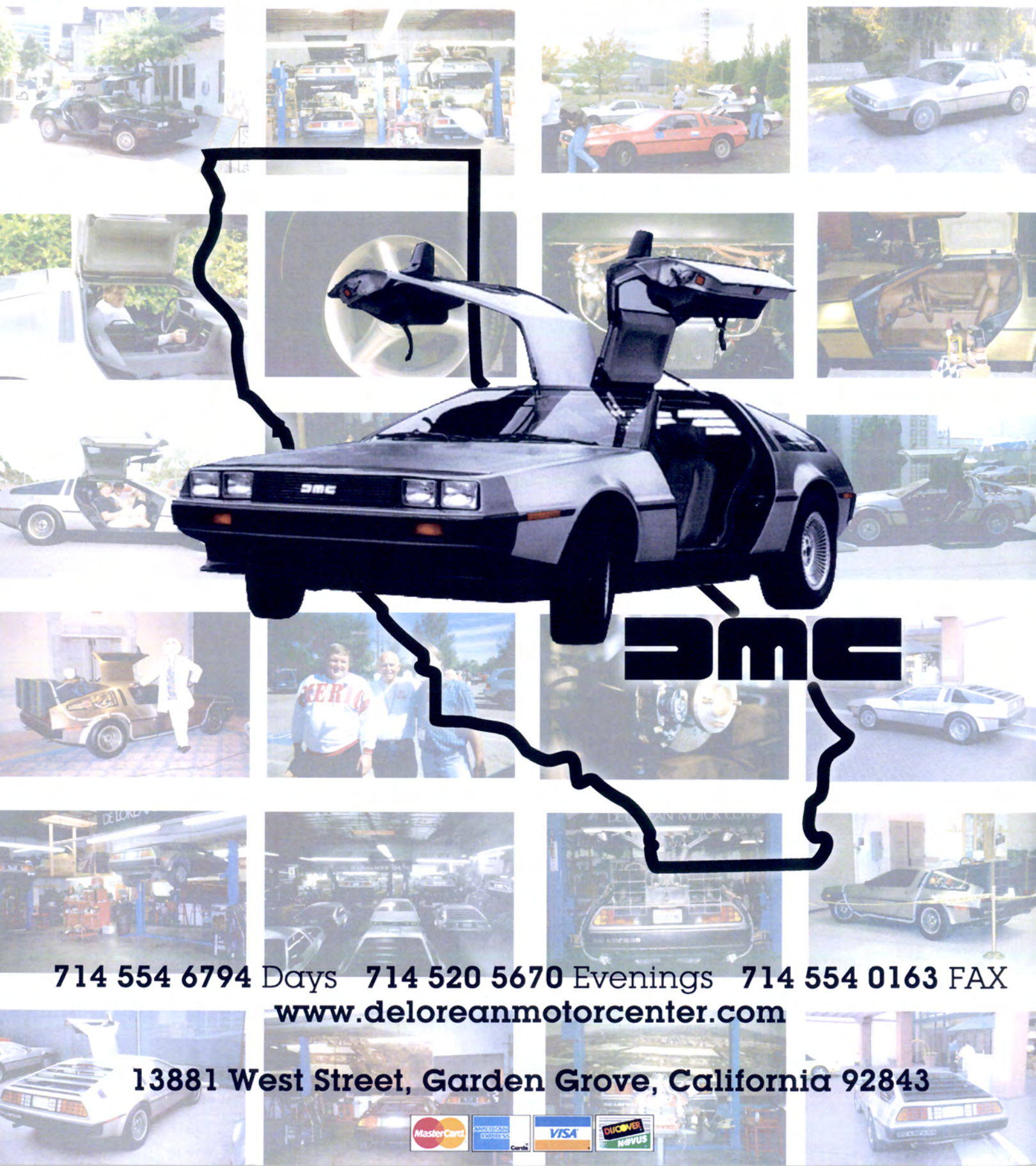
Raffle Car II

Prototype I



Service Begins with the Customer.

Service Begins with the Customer.





f e a t u r e s

3 PHEASANT RUN FARE AND MORE

By Ken Koncelik

Food for our 2006 show plus more details on the event.

5 PROTOTYPE ONE

By Tony Ierardi

DMC Florida is open for business, and boy do they have an attention grabbing attraction!

14 PROJECT STEELSKIN

By John Spangler

How John made a DeLorean Transformer.

23 THE DE LOREAN MUSEUM

By Josh Haldeman, Matt Sommer and Cecil Longwich

See some of the items that will be on display in Chicago.

28 JEFFREY WEISSMAN'S PF EXPERIENCE

By Jeffrey Weissman

How it happened that Jeffrey ended up in Pigeon Forge.

33 CRUISE CONTROL INSTALLATION

By Ryan Wright

Step by step guide for installing this most useful of accessories.

39 DOUBLING BACK

By Christopher Mack

We revisit the 20th anniversary BTTF reunion through the eyes of a DeLorean owner.

41 THE MYSTERIOUS BEGINNINGS OF VIN 538

By Lawrence Lormand

Why #538 might be pre-production.

d e p a r t m e n t s

11 THE 25TH ANNIVERSARY GATHERING

By Rich Weissensel

Why it's a good idea to come early and stay late at the Chicago show.

17 THE 2006 FALL FOLIAGE TOUR

By Kevin Abato, Flavia Vianna

This year the gang headed to Rhode Island.

21 THE FALL 2006 MIDWEST TECH SESSION

By Dave Swingle

Always a lot of fun, and very educational, we take a look at the 2006 fall tech session here.

25 EVANSVILLE 2006

By Ron Wester

The annual tradition of DeLorean vs. Torino. Who will win this year's epic battle?

29 PROJECT VIXEN, PART III

By Dave Stragand

The conclusion of the grand project, or is it?! Dave tells us all about where Vixen is today and where she might go from here!

36 OWNER PROFILE: MARVIN STEIN

Contributed By Marvin Stein

Reprint of positive press for DeLoreans in Canada featuring our own Marvin Stein!

37 THE STEERING COLUMN BUSHING

By Ken Koncelik

Tightening loose DeLorean steering.



vision

By **Ken Koncelik**, *Editor in Chief*

Welcome to DCS 2006!

Welcome to the 5th DCS Sponsored Car Show Event. This event will be held at Pheasant Run Resort in St. Charles, IL on the west side of Chicago.

We chose this resort because it is unique, and unlike any DCS setting you've seen to date. I think you will enjoy it. Pheasant Run not only has a resort with swimming, game rooms, workout rooms, lounges, comedy clubs, a full theatre, Beale Street Shopping and more within, but it also is home to a spectacular golf course and two convention centers.

This show will also be special in that we are sharing the facility with the Bloomington Gold Corvette Show. You will be allowed to see their event and they will be visiting us as well on Saturday.

There is so much to do you may want to come early and stay longer. The Chicago Group is Doing additional events prior to the show. (see the DVD that came with this magazine)

The show itself is special since the theme will be John DeLorean; The Man, The Company, The History. The main feature will be a museum. Many items that have been out of circulation for years will be featured. The photos in this issue will give you a flavor of what to expect in the displays. We, of course, will be saving the best for you at the Museum.

The Museum is a major undertaking and involves at this point at least 7 major collectors of DeLorean items. If you have any interest in DeLoreans at all, this show is a must see.

NOTE: You will have to be at the show because photography will be limited and many of the displays will be off limits to cameras.

If you have items you want included in the museum please e-mail or call me as soon as you can. All items will be displayed in museum type glass showcases, or on tables and walls. In addition there will be a large display of video with computer technology being used to make viewing easier.

The driving tour we have put together includes Fermi Lab and Contigy Center along with a fun walk through St. Charles. We will be doing a treasure hunt or poker run or something involving the shops in St. Charles. This City has done everything they can to make your experience there a great one so please take the time to explore. The city also has allowed us to have exclusive parking on the bridge with the waterfall in the background (Did someone say Kodak moment?)

At Fermi Lab there will be guided tours by some of the actual scientists that work there. This is not available to the average tourist. At Contigy Center there is a vast Botanical Garden that is fabulous along with one of the best war museums that we have ever seen. Both of these will take about 2 hours each at a good pace so you will want to get an early Start.

On the way back for all you techno geeks we have the American Science and Surplus store. It has everything you never thought you could find, and didn't realize you desperately needed. I guarantee that some of you will get lost here for hours. There are other sights and activities along the way but you will have to do the tour to see them. The driving portion of this trip is approximately 1 hour.

Also back by popular demand is the same crew from "Back to the Future". Bob, Claudia and Jeffrey will again be on hand to entertain us.

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Dinner will be a special treat. Pheasant Run is known for its food and the menu is as follows:

Thursday Evening

Red Skin Potato Salad
Marinated Summer Tomatoes & Fresh Cucumbers with Fresh Cilantro
BBQ Quartered Chicken Glazed in Pheasant Run Home-Style Sauce
BBQ Pork Loin Served with Potato Hash
Corn on the Cob
Corn Bread Served with Butter and Honey Butter
Fresh Baked Cookies and Brownies
Coffee, Tea, Decaf
Iced Tea and Lemonade

Friday Evening

Fresh Garden Salad Topped with an Array of Summer Veggies Served with Assorted Dressings
Baked Cod Dijonnaise Topped with Savory Crumbs & set in a Light Dijon Crème
Chicken Coq Au Vin Garnished with Glazed Mushrooms & Pearl Onions and Topped with a Red wine Sauce
Penne Pasta Primavera Topped with a Tomato Basil Crème & Dotted with Goat Cheese Garnished with Grilled Vegetables
Rosemary Roasted Potatoes
Home-style Macaroni & Cheese
Fresh Seasonal Vegetables
Assorted Fresh Baked Rolls and Butter
Assorted Deserts from Pheasant Runs In House Bakery
Coffee, Tea, Decaf

Saturday Evening

Same Salad as Above
Roast Sirloin of Beef Topped With Sautéed Mushrooms & Glazed With a Merlot Demi Glaze
Grilled Chicken Felicia Glazed with a Lemon Mustard Sauce
Eggplant Parmesan
Garlic Mashed Potatoes
Fresh Seasonal Vegetables
Assorted Fresh Baked Rolls and Butter
Assorted Deserts from Pheasant Runs In House Bakery
Coffee, Tea, Decaf

Although we have a tentative schedule of events for the show listed on the DCS web page, it is apparent that as the show develops we will need to shift things around so keep an eye on deloreancarshow.com for the latest schedule. This show will feature technical sessions including an engine rebuild and a shock/spring conversion. Rich will be featuring his D-Rex and Rock Climber. (They will not just sit at the show these MONSTERS Rocks and Roll) We will be lining up the DeLoreans on Friday by VIN number and, if you wish, license plates with the DCS '06 logo and YOUR VIN will be available for a nominal cost.

We will be covering about 50,000 sq feet both inside and outside for this show and, of course, the regular large vendor area will be setup again. Some of the DeLorean family members plan to attend in addition to Kathryn DeLorean and her family. There will be many games and technical seminars with some of the speakers being actual workers from the factory. We will be featuring the prototype car that was shown in Houston, so the DCS will be well represented by all facets of DeLorean history. And of course there will be the much talked about dunking booth!

For those of you that like shopping there is transportation to St. Charles or catch the Train into Chicago. There is plenty to do for everyone. The Corvette Show that is being held in the other Convention Center is again a must see. We were there for the 2005 show and it is an awesome show.

This will again go down as the Biggest DeLorean Car Show ever.

See you in Pheasant Run!

The year is 1975 and work begins on a dream. John DeLorean's dream, the world's first "ethical" sports car. A stainless steel body and frame for corrosion protection, a mid engine for weight balance and handling, dual airbags, a central fuel cell, 4 wheel disc brakes, a tire pressure monitoring system, counter balanced gull wing doors for beauty as well as side impact protection. Completed in October 1976, the car is an instant icon and adorns the cover of every major automotive publication. The establishment was shaken. The car mentioned above was not intended to be some futuristic



Prototype

By **Tony Ierardi**

show piece, but an actual production car. The pains of an upstart car company forced some of the original ideas to be put on the shelf so the car could get into production, but the intention was to get back to them once production was up and running and the company was safely along. Unfortunately, after only two years of production those features would not be realized as the company and the dream came to an end. Over the years I remember hearing about this car and seeing it in some of the old films, but I figured it was either disassembled in a R&D lab or destroyed in testing. I never thought it would have survived with only 741 miles on it and then sold at the bankruptcy auction back in 1984.

Without the internet back then to keep track of such events, it was the effort of two men that brought this car back to light. Sascha Skucek sought out James Espey at DMC (Texas). James found the name of the purchaser in his files and Sascha made contact with him and arranged an interview. When the car appeared again it was on a much different auction stage, one known for scams as much as it's known for good dealings, not by the auction house itself, but by unscrupulous people who use it. I am of course talking about EBAY. I contacted the owner of the car and we were in negotiations while the bids were rising. After the bidding went into six figures, I requested that the parties still involved in bidding be dealt with privately and that he end the EBAY auction so we knew that our bids were not



being bumped up by non buyers. The deal was done and the first DeLorean ever made was now mine. But that's only half the story. Why I went out of my way to get this car is much more interesting.

The date is January 27th 2004 and my life as I knew it was about to change forever. I took the day off from work because I had an appointment with the builder of my new home. After that meeting I had to go to Ft. Myers to pick out my built-in outdoor BBQ grill for the patio. I had seen the different ones in the catalog, and I knew like all the rest of my new appliances that I wanted stainless steel, but I wanted to see the different ones in person. Unfortunately, I never made it.

At the entrance to the shopping plaza I was hit head on by an

unlicensed, uninsured driver. My left leg was broken and I was looking at surgery to repair it. I was told I would need 3 screws about 4 inches long to hold my leg together while it heals. The doctors told me I had a choice of Titanium, which were non-removable, or stainless steel which if they bothered me could be removed at a later date. So as you can probably guess I chose the Stainless, but mainly for the reason of the removal option.

Now immobilized, I faced six months off my feet and then rehab. With Stainless steel literally in my blood the metal had a strange affect on me. With so much time to contemplate my life, where I've been and where I want to go, I remembered a conversation I had with Stephen Wynne of DeLorean Motor Company back in May of 2003. My exact words in a joking way

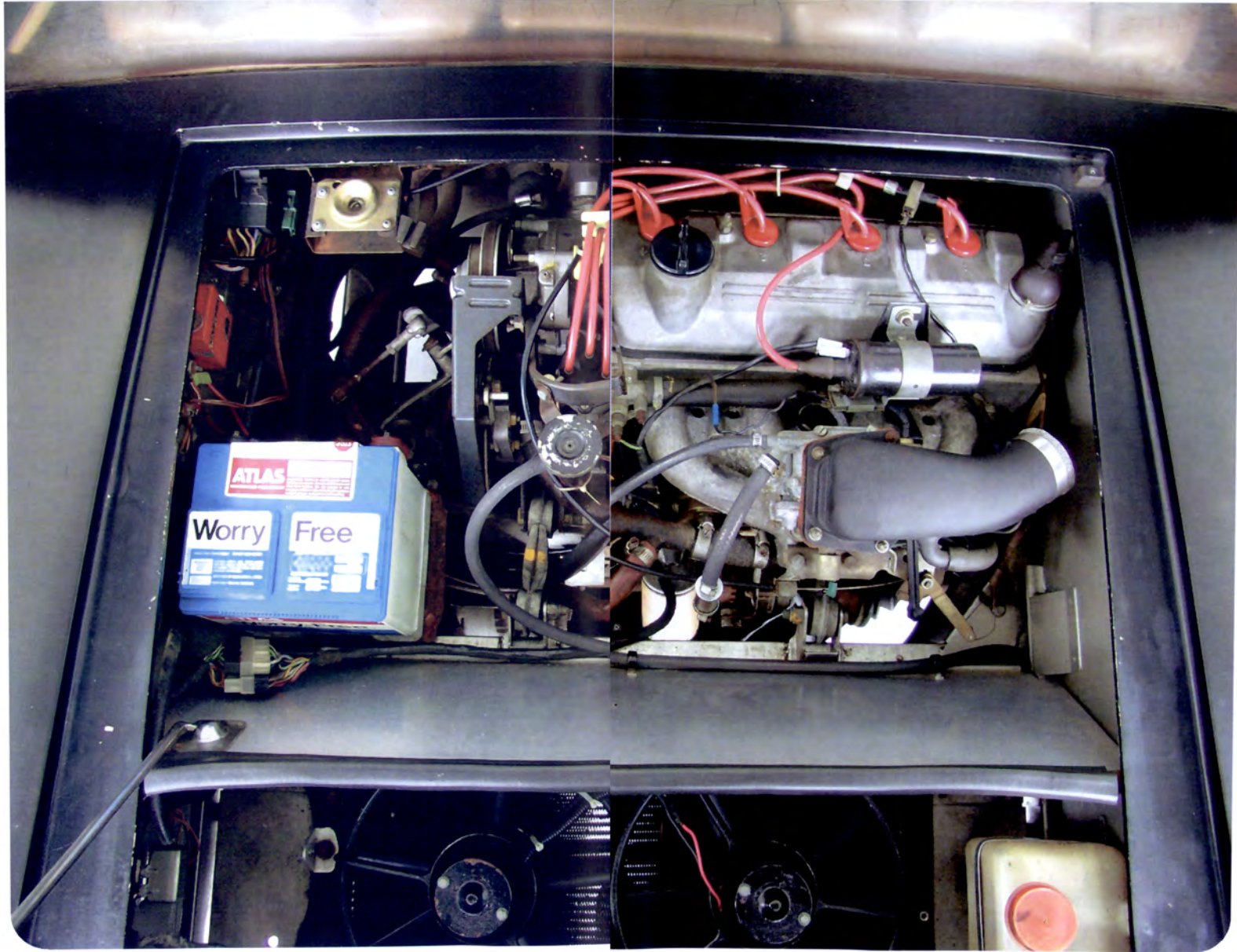
were “why don’t you take the parenthesis that has (Texas) in it after your company name and put (Florida) in it and open another location closer to me.” It was said for purely selfish reasons. If my concourse car needed work it would cost me \$2,200 for enclosed shipping for what could amount to a \$200 fix.

One of my thoughts was, when I can walk again do I return to work with my brother or try something on my own. Working with family is very tough for all involved. If my father were still alive I know things would have been different, but without him there was no mediator between my brother and I, so the decision to go out on my own was a risk I felt I had to take. I had been looking at a number of different franchises, but nothing felt right. I called Stephen Wynne and asked him if he remembered the conversation we had about a Florida location and if he ever thought of doing it with someone. He said he did and that his only reservation was not having the right person to do it with. I told him my experience in the car business over my life and informed him that I was not a mechanic by trade but more of a business man and felt I could hire the right people and oversee the work with my attention to detail as if it were my own DeLorean. He told me that he could not do this with a mechanic that it could only be done with a business man and we proceeded to talk.

He decided to franchise off the southeastern US, sell it to me and I would become part of DMC. The strange part is one day in 1994 at DeLorean One in California Ed Bernstein said to me “one day when you figure out what you want to do, I know your going to be successful.” My reply to him as I looked around his shop was “this, I want to do this.” I could never guessed that I would be where I am today.

How does this all relate to Proto one? Well before I opened DMC (Florida) I had done well in business. I drove a new Z06 Corvette as my everyday car and had a Lamborghini Countach, a Lamborghini Silhouette and my Concourse DeLorean. So I was happy with the cars I had. As the year passed and the

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deal came together, I knew we would open in March of 2005. Two months prior in January the Prototype became for sale. I decide to buy it for the grand opening as a draw for the business, not for an investment or to have the only one of something in the world.

Later that month an Oldsmobile prototype broke the record at the Barrett-Jackson auction and went for 3.2 Million dollars. After John DeLorean died in March, I did not give the value to Proto much thought, but I needed to insure it. I knew the 2 factory Gold cars were valued the highest at \$250,000, the 3rd one with the mismatched door that was built from the 7 spare gold panels is currently for sale, so it’s value will soon be determined. The Turbo cars I’m told are around \$100,000, but what of the first and rarest of them all? I was put in contact with the insurer of the Olds Prototype, Hagerty Insurance.

They hold a 3 Million dollar policy on that car. I told them what I had and that I needed to cover it. Their appraisal came in and it was agreed that it was the rarest and most valuable DeLo-rean.

They said it could sell for a Million dollars one day, but right now it’s worth and insurable for \$500,000. This was based on 2 times the next most valuable car being either of the two factory Gold cars VIN # 4300 & 4301.

I am very happy to say that DeLorean Prototype One will be the feature car in both 25th anniversary shows in 2006, first in Ireland for Euro fest in May and then at the DCS in June. After that it will be put away at my home and will only come out for very special shows. I always will be on the owner/enthusiast side of the DeLorean hobby and will bring that passion to my business to make every DeLorean we touch the best it can be.

Our hours are Monday through Friday 8am-5pm.

We can be reached toll free 877-DELOREAN or on the web at www.dmcflorida.com. ---



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\$189.95



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\$269.95



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Any way you want it... press-on pulley, 4-bolt pulley, gold-anodized pulley, clear-anodized pulley. Comes with everything needed. 5-year warranty.
\$256.80 Kit



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See web for individual parts.
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\$189.95



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Seal warranted for as long as you own the car. Includes stainless-steel line, clutch master cylinder, clutch slave cylinder, clevis rod.
\$219.95



Fuel-Tank Baffle Assembly
Includes the new all-aluminum baffle, screen filter with aluminum barbed fitting, clamps, and special fuel/chemical-resistant hose.
\$59.95



Air Bleeder
Don't overheat. Install the air bleeder and protect the cooling system.
\$24.95

The 25th Anniversary

By **Rich Weissensel**



I know there are a lot of DeLorean enthusiasts that have attended one or more of Ken Koncelik's DeLorean Car Shows in the past and enjoyed these events so much you wished it would not end (or at least lasted a few more days). Sounds like you? Better get to the Chicago area in June 2006, since it becomes the center of the DeLorean universe for nearly a week of special events for the DeLorean 25th Anniversary and Tribute to John Z. DeLorean.

If you are marking your calendars now and if your vacation plans permit, I recommend arriving at least one day early and plan to stay on Sunday. Since the 25th Anniversary is so important to any automotive marque, we had to add a few days, to add more events, for our DeLorean celebration. One emphasis of this event is to have as many DeLoreans HERE as possible and we plan to reward those who bring their DeLoreans here in June 2006.

The DeLorean Midwest Connection Club (Chicago area) plans to fill in the blanks and add to what will be the biggest and best DeLorean event ever. The DCS website lists the schedule for each day of DCS 2006, so I will only elaborate on the schedule where there are little or no details.

The DeLorean Car Show website lists details about new attractions for 2006, including a museum with a JZD Tribute and items from the original DeLorean Motor Company, of which some have not been seen in 25 years.

A huge thanks goes out to all the collectors who are contributing items. The current plans are to have the museum items on display more than one day, so you will have a few chances to see these truly rare items.

Thursday afternoon will include spontaneous 'meet and greet' sessions at the resort, as old and new friends register for DCS 2006 and talk about favorite topics (all things DeLorean). These 'meet and greet' sessions will continue in the parking lot after Thursday night's formal activities.

The Friday Driving Tour is local to the St. Charles area and has several interesting locations you will enjoy visiting (without Chicago traffic). I encourage all of you to take the tour, and as an extra piece of mind, a transport/repair vehicle will be on standby, for roadside emergencies. Please note there are specific tour times at some of the stop locations, so plan your initial departure time accordingly and take a cell phone.

Friday afternoon will include a few Tech Sessions (some being hands-on) and a few "How To" Sessions, which are completely new to the DCS event. On the entertainment side, we plan to have at least one dunking booth and the list of dunking candidates seems to get longer, week by week. I will take a few of my DeLorean projects for spins around the grounds and cute, single women can go to the front of the line for rides (LOL).

Saturday is the Car Show, Awards, Banquet and Raffle (and Raffle Car). This will be a long day, so make sure to pace yourself or include a nap.

So, what about those "extra days" mentioned at the top of the article?

Sunday, June 18, was originally "empty" on the DCS 2006 schedule, so the local DMC Club added a DeLorean 25th Anniversary Lake Shore Drive Cruise, on the East side of downtown Chicago, up through the North Shore suburbs and ending with a stop at the Volo Auto Museum. This will be an early morning cruise (to avoid downtown Chicago traffic) and a Cruise teaser DVD is included with this issue. Tamir filmed the Chicago area route as I drove in one of my convertibles, to provide unobstructed filming. We may also make "bonus stops" along the way, if circumstances permit.

As you watch the DVD, you may note several Chicago area movie locations from such movies as the Blues Brothers (1980), Risky Business (1983) and Ferris Bueller's Day Off (1986) to name a few. Yes, I know, I have been told that I am stuck in

the 1980's, but I think its a good thing.

A Reserved DeLorean Parking area will be provided at the Volo location. There is no additional cost for the Cruise and there is reduced museum admission for anyone who wants to view the museum cars (not required). The Volo Auto Museum will be including the DeLorean Car Show and the 25th Anniversary Cruise in all their media releases (free advertising), so participation in this Cruise will be greatly appreciated. A copy of the event advertising may be included in this issue or the next issue. Special participant prizes will be handed out at the end of this Cruise.

OK, that's nice, but what about Wednesday, June 14 and Thursday morning?

Details for Wednesday (all day) and Thursday morning are still pending, based upon sponsorship participation, however, the events listed below take place on one of these two days. The amount of business and vendor sponsorship will reduce or eliminate the costs for these events. There will most likely be a \$25 advance reservation charge for each of these event dates, to help cover costs associated with each event venue.

Seminars and Q&A Sessions with former DeLorean Motor Company factory and technical support employees regarding the early days of the company and a focus on the proto-types, pilot cars and early engineering production cars, and their unique characteristics. Many rare cars plan to attend. Restorations of rare DeLoreans, such as VIN502, will also be highlighted and vendor participation will also be encouraged. Location (TBD).

Track Day (venue TBD) Events may include both road course driving and an autocross style handling circuit (both dependent on venue selected). In addition to just having fun running our DeLoreans around the tracks, technical research will be recorded on suspensions and wheel/tire setups, as well as engine and transmission setups (stock, modified, full

I custom)and both photography and videography of the track events are encouraged.

What do you do now? Mark your calendars for June 14 through June 18 for the DCS 2006 event and the DeLorean 25th Anniversary Celebration. Even if you do not run your own DeLorean on the track(s), I'm sure you will enjoy seeing plenty of stainless steel cars flashing by at 88 mph.

If you need more information about the events surrounding DCS 2006, contact me at the following email account: Rich@dmcnews.com

See you at Pheasant Run in 2006!! **amc**



"Steelskin"

The DeLorean Transformer

By John Spangler



I was smitten with the DeLorean bug at the age of 7 when I first saw "Doc" Emmet L. Brown roll his Time Machine out of a truck. The camera swooped past the "DMC" logo and the door opened...up! Ever since then I've been drawing, painting, sculpting, and dreaming of the DeLorean.

I've been making models since I was about 8 or so. I learned something from each progressive disaster, and this process continues to this day where I can now whip up just about anything out of plastic from scratch. Ertl released their first Back to the Future II kit in 1991, and while most kits in the hobby store cost about \$9-12, this one was a whopping \$25. I still have the box to my first kit (I use it for DeLorean-related parts) with the price tag. I've made a total of 6 kits since then, some original ERTL and others like Aoshima and IMX, and I've got a few spares for future use. I recently bought a Polar Lights snap-together kit (REAL cheap). It's got some better details than the ERTL kits, but it's at a slightly smaller scale so the parts won't work with the other kits, and lacks the DMC branding anywhere. Thumbs down from me. All the kits are

incorrect for BTTF because they have the hood gas flap, which none of the screen cars have. Go figure.

The first kit I made as a BTTF II car, just like on the box. I tried a modification of making the doors work, and tried adding headlights (I only had 12v bulbs, so that didn't work out so well). It looked ok for a 13 year-old's work. It even got published in DeLorean World when I took it to an event years later, windshield crack and all. Eventually that car started falling apart and is now a baggie of pieces. I made other BTTF kits, some turned out ok, but most are "under review" and will likely be replaced. On a BTTF 1 kit I installed a little water tank in the back where one could put dry ice chips in there and have the fumes go through the rear exhaust ports. Hours and hours of work, and I played with it like twice before poking a hole through the foil insulation. Then parts started to rust...

In 1992 I bought a kit and stripped it of all things BTTF. This car was going to be great! Sadly I used methods that proved not to hold up over time, like using toothpicks, popsicle sticks, foam, staples, and paperclips for various internal

structures and for holding the wheels on. For the brief time it was all together it won 2nd place in the Arizona State Fair. The doors propped open with a modified staple so the U held both open. There were several lights on this car, including a dome light, headlights, tail lights, and backup lights. The model had all the problems of a real car. I put in headlights that were too strong (think 2 mag-lite bulbs), and it warped the front fascia. I had actually set up a door latch system where if you closed the doors it would turn off the dome light. Well, since the voltage was so high for the headlights, the wire that closed the circuit overheated and melted part of the dashboard. Out it went. I was a weird kid and I really wanted to do "rain tests" (soaking with a spray bottle) on the car to see if the door seals were any good. Well when your door seals are made of cardboard colored in sharpie, you end up staining your headliner and soaking the carpet. Not to mention the random wooden bits of the car like the louvres. It looked horrible. I even drilled holes in the chassis for draining, but there always seemed to be extra water inside it.

There was a tiny crack along the T-panel that I wanted to





patch up, and long story short one day I *snap* stepped on one of the doors, flattening it. In the next few months it had a long spiral downward where I tried in vain to recreate the roof section of the car. It just never looked right again. I built an internal frame out of a coat hanger, and I had heat warp sessions to try and get everything to line up again. This involved getting everything lined up, strapping a rubber band or two around it, and setting the car on my back porch, where it's at least 115 degrees outside in the AZ summer sun. Well one day I went to retrieve the toasty model and just like the real thing, my dashboad was destroyed! I made a decent replacement with a working glovebox lid. I still have the interior tub, which looks great, but what's left of the body panels are destroyed. Someday I think I might use it to make a body-free car like they showed in some brochures. I eventually made up for this disaster in spades, but more on that another time.

I rediscovered my love for Transformers when I almost sold them all on eBay. By this time I was a pretty good model builder, and my skills with styrene plastics were better than average. A few years of dreaming and doodling, and I got to work on Steelskin, the DeLorean Transformer. I felt that the real DeLorean TF (only 1.5 inches long) didn't do it justice, and on top of that he was named "Swindler," not cool. Only someone with a real passion for both genres could spend over a year making a DeLorean Transformer almost from scratch. I spent so much time sanding and whittling it's unreal. By the time he was finished he won the love of both DeLorean and Transformer fans alike, winning the 2001 Botcon 3D sculpture

contest. All through high school and college I basically had to keep myself busy while I knew I couldn't have a real DeLorean, mostly because I wanted to be sure it would be safe.

Finally, just a few weeks ago, I bought my DeLorean. 20 years is a long time to want something so bad. It's an original owner car with only 7200 miles on it. Practically brand new. I'm having it shipped across the country (from OHIO) to it's new home, a dedicated second garage with an original dealership sign on the wall. Will I stop making models now that I have the real thing? Most certainly not, now I'll have the most perfect reference material around!

Stay tuned for the next article featuring my "Ultimate" 1/24 scale DeLorean model. So good, I actually took the time to restore it 11 years later!

Please visit my website www.johnspangler.com for pictures and mini-reviews of the surviving set of models, as well as full websites for Steelskin and his arch-enemy Redline, a 1969 Dodge Charger Transformer! ---





Fall Foliage Tour

2 0 0 5

By **Kevin Abato**



The Vanderbilt Mansion in Newport, Rhode Island. Gorgeous Architecture meets gorgeous postcard like weather. We could not have had a better day to tour the facilities!

Know what the best part of the Delorean Mid-Atlantic club's fall foliage tour is? Good weather and lots of beautiful fall foliage to view.

Well...one out of two aint bad! :)

This year marked our 6th annual Fall Foliage tour, and we decided to return to the New England states for our annual event. While the weather could not have been better, mother nature threw us a curveball by not being cold enough, resulting in a lack of color change on the trees. Did we care? Heck no...DMA members have a good time no matter what!

As is the club's norm for any event, we set up several meeting places for members to meet up and caravan. Our first official stop as a group was in Mystic CT. We all decided that after a lengthy morning of driving we could use some food in our bellies. Old Mystic Village proved to be just the right place. Jammed pack with little shops and restaurants, members had a variety of places to choose from for grabbing a small lunch to hold us over until that evenings dinner.

After stuffing in some healthy eats for lunch, and a ton of sugar coated candy, we decided to get back on the road and move on to our next location. Mike Deluca had arranged for us to tour the Vanderbilt mansion in Rhode Island, followed by some dinner at Flow's Drive Through Clam Shack.

Somehow being all juiced up on sugar and taking a one hour drive north didn't seem like it would be a good mix, but we managed to not have any problems and arrive in Newport RI ready for our next adventure.

It was quickly discovered that the village contained many quaint shops and sights, but most importantly was the discovery of the candy shop which boasted chocolate covered bananas that turned out to be a huge hit with our crowd.

On the way to Newport Rhode Island, we drove up Rt. 95 and down some other highways that proved to be very scenic and enjoyable. The usual antics of talking on our radios, playing leapfrog, and having a good time made this leg of our journey go quickly.

Before we knew it we had arrived in Newport and were on our way through the local streets to the Vanderbilt mansion. Interestingly enough as we caravanned through town and were stopped at the numerous traffic lights, you could see



many people on the sidewalk lifting large heavy invisible objects with handles....Or was it that they were explaining "Gull Wing Doors" to the people with them? :)

If you ever have the chance to tour some of the mansions in Newport, we highly recommend it! The Vanderbilt mansion was a great tour and was very interesting. Built in 1896 it cost \$8 Million dollars in its day. Today it is considered priceless.

The tour was about an hour long and went over all the details of the house, the servants, and the family that lived there.

The preservation society that runs the tours was nice enough to not only provide us with a private tour, but let us park the Deloreans on the grounds of the mansion!

The tour did not allow us to use any kind of photography inside, so if you are interested in seeing the interior of the mansion, you'll have to pay the \$10 fee like we did.

Outside of the mansion, we had managed to collect our own tour groups. Other visitors were flocking around our cars and asking

questions. Some of the staff who worked at the mansion asked to take photos and had many questions for us. We told them it was a \$10 fee to ask questions and take photos...JUST LIKE THEIR TOUR. :) LOL

After touring the mansion, we took a brief road trip around the rest of Newport to see other houses that we could never possibly afford, and then headed to "Flows Drive Through Clam Shack" for a seafood dinner.

Immediately following dinner, we hit the road again heading back to Norwich, CT where we would be staying for the night. YEAH!!! Time to throw away some money recklessly! No...we were not buying Deloreans on e-bay...we were going to hit the slots and table games at the Mohegan Sun Native American Reservation and Casino!

The late Saturday evening hours melted away into early morning Sunday as we played at the casino. Some of us lost, some of us won, and others did not luck out finding any stray \$20 bills on the floor despite their best hopes (you know who you are...)

We jumped the last shuttle back to the hotel around 1:30am and got some much needed sleep. It had been a long day, and



everyone was exhausted and ready to lay their heads down for a while.

Original plans for Sunday were to get some breakfast and take a tour of a navel submarine nearby. Most of the group either enjoyed the continental breakfast at the hotel, or went out for a bite to eat. Sadly since we did not plan set times around Sunday's event we wound up not making it to the Submarine. Most people wanted to hit the road home. After all, we had done some extensive traveling this weekend and the thought of the drive home was pretty inviting for many members.

A small group of people decided to trek back down RT 95 into New York and find something to do closer to home. We wound up stopping just over the Tappan Zee bridge in Nyack NY which is adjacent to the Hudson river.

We took a nice tour of this bustling town and its many shops near the water, but it wasn't long before we got hungry again...time for lunch? Sure! How about a little ice cream to hold us over!

We all enjoyed some Cold Stone Creamery treats (if you not figured it out yet, this was not the healthy eating weekend for some of us!)



After finishing our treats we decided to call it a successful weekend and go home. Fall Tour VI was completed and everyone had a great time! If you have not done so already, we really encourage you to join our fun family and come out to one of our events. You will have the time of your life! and



One of the primary benefits to members of the DeLorean Midwest Connection club, the Chicago area and Midwest region DeLorean club, is our bi-annual technical sessions. These are hands-on sessions where we work on members' cars doing maintenance, repairs and upgrades. At least once a year we feature Don Steger as our host "pro" DeLorean Expert and at both sessions we feature several people at the "experienced hobbyist" level as well.

In the past these have been held at one of several area high school facilities, but in recent years the schools have become more sensitive about insurance issues which have priced us out of the use of the facilities. We held this fall's session at my home (aka "Dave's DeLorean Repair and Bed and Breakfast")

DeLorean Midwest Club

TECHNICAL SESSIONS

By **Dave Swingle**

which, although a bit smaller than the school facilities, has some added benefit including the ability to put on a more social event including a food tent in the front yard. Thanks to Rich Weissensel and Julee Swingle, we all had plenty to eat and drink (something that we often overlooked at the high schools!). Also I don't have to move a truckload of tools and parts around. This truly is a "Midwest" club, at this session we had 15 cars in attendance including people from Minnesota and Missouri.

Often these sessions span several days so that we can get some major work accomplished. For example, at our recent session we did a complete suspension swap, a steering rack, a "Toby-Lock" installation, tuned up some other door locks and windows, as well as some other minor projects and inspections (and the ubiquitous door adjustments). Jim Reeve's CV boot replacement turned into a CV joint replacement, since he



had been driving it around for several years the road grit had done its damage to the metal parts inside. Luckily Rich W had some spare CV joints handy and we were able to make a permanent repair. An especially popular project at these sessions is for us all to give new members' cars the once over so that they understand the current condition of the car, and start their shopping list for future sessions.

So – if you happen to be in the Chicago area next May (A month before DCS2006) be sure to check out our schedule and maybe even drop by.

See us on the web at:
www.delorean-midwest.org



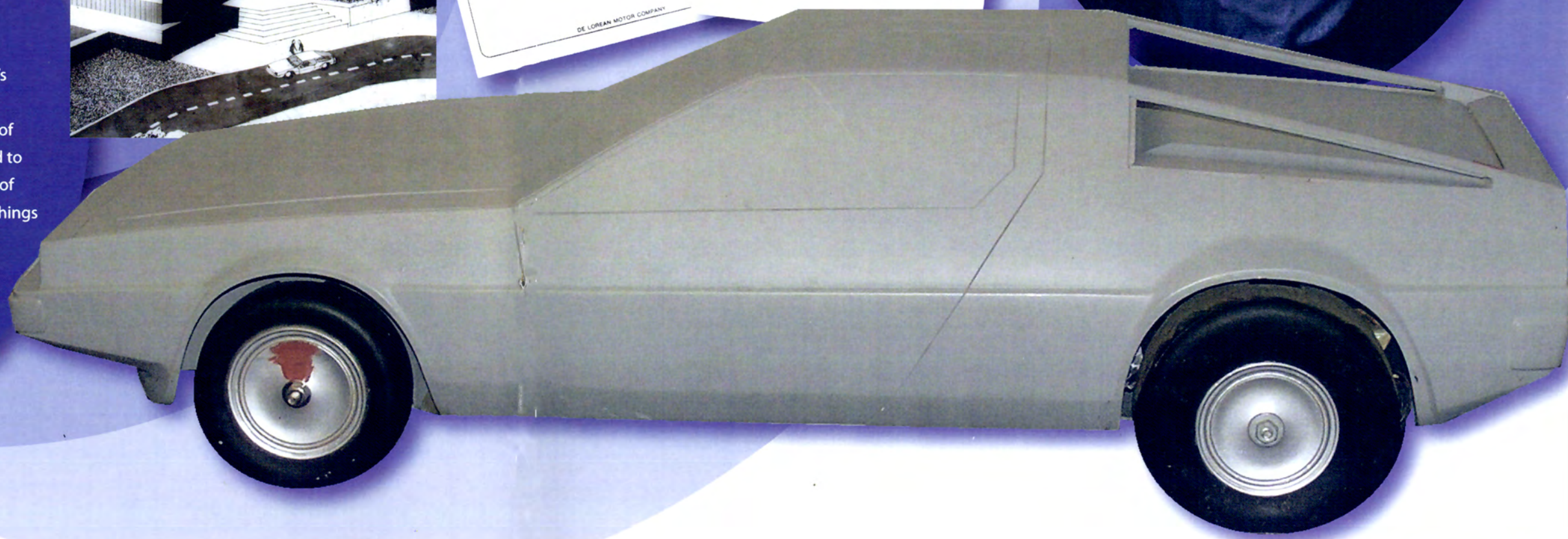
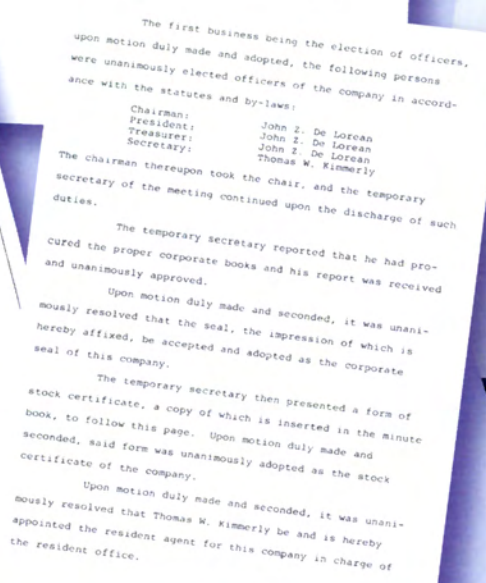
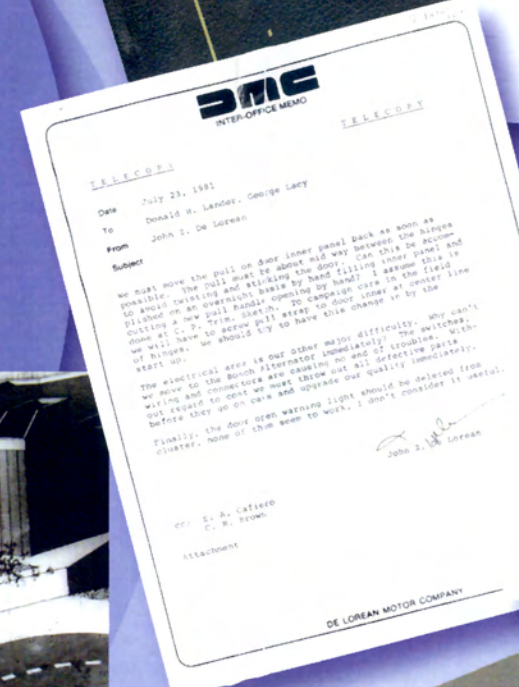
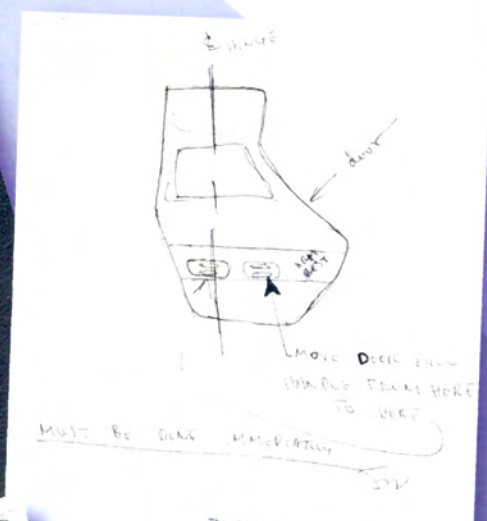


The DeLorean Museum

By Josh Haldeman

Photos by Matt Sommer & Cecil Longwich

The DeLorean Museum is a project that will be displayed in it's entirety at the 2006 DeLorean Car Show. We are working on assembling a fantastic array of items from the storied history of not only the DeLorean Motor Company, but also items related to John DeLorean himself. We hope you will enjoy seeing some of these unique items. Shown here is a preview of the kinds of things that will be at the show. ■■■



Evansville

RIVER CITY AUTOFEST

2005

By **Ron Wester**

Being a DeLorean owner gives you more than a car with doors that open up, it gives all of us a common way to open up to meet new and interesting people. Since getting involved with the DeLoreans and their owners, I have come to know some of the most interesting and friendly people that I have ever met. Our yearly pilgrimage to Evansville, Indiana for the AutoFest isn't just for the car show, it's also for the socializing. It's like a final get-together before a lot of the Ds go into their winter-storage mode.

This year we had a showing of eight and a half DeLoreans. Yes, the half DeLorean being our yellow D trailer. It's become a showdown each year to see who can get more cars to show up... the DeLoreans, or the Starsky & Hutch Ford Torinos. Sorry to say that at the last couple of shows, the Torinos have made an awesome showing. There must be a big Starsky & Hutch following in Indiana. I suggested that next year we get the white stripe graphic made up for the Ds and show up as Torino wanna-bees!

The show itself is held downtown on the cobblestone Main Street of the city. Show cars are parked up and down both sides for six to eight city blocks, and each side street also has cars displayed. You will see everything from C6 Corvettes, a 1940 Willys, to totally-custom street rods. There is something for everyone.

The streets are lined with all different types of food vendors,

and there is one ice cream shop that we all seem to end up visiting every time we go. They have a Karaoke Contest, a Talent Show, and for the kids... fun at the Kids Garage. Of course if you like, you can visit the Aztar Casino just down the street to see how much of your money you can leave behind.

As usual, we DeLorean owners spend a big part of the show day hanging out with the cars and answering the many questions we get from the spectators. Some of us would also

spend some time doing minor work to our cars to make sure they would be ready for the trip back home. Dave Swingle spent some time tracking down a windshield leak. John Schultz was trying to figure out how to stuff more stuff into his car. I was trying to figure out why my fan fail failed! Oh yeah, and Ken was busy working on the DCS raffle car... cleaning and detailing.

To give you an idea of just how exciting it is to see pure joy on a youngster's face that is experiencing a DeLorean for the first time, I'll mention one particular part of the day. We met a boy about 7-8 years old who wanted to know which DeLorean could fly. We told him to watch the car across the street, and had Shannon push the remote door opener button for his car—he was flabbergasted! The parents asked if their son could sit in John's car for a photo and John obliged. During this time the mother told us that their son had a disabling muscular disorder, and that we had just made his day. The boy wasn't able to exit the car on his own, so his father lifted him out. It was a touching moment, and a nice feeling to see the excitement that our little cars can help to provide—that's what it's all about!

The other thing we do a lot of at this event is eat, drink, and socialize. Our first night, we revisited a restaurant that had great food the previous year, but this year wasn't so good. We followed-up with a few rounds of drinks and a lot of conversation about everything DeLorean... from scoop to nuts. I'm usually the first one to give it up and head back to the hotel to hit the sack, once it starts getting late. The others usually break up and go in two different directions... the drinkers and the gamblers.

The second evening's meal was a bit different this year. Ken and Chris Koncelik scouted out a new place for us to eat some great food at a great price... the casino buffet. Leave it up to the biggest DeLorean car show organizer to come up with this. There's nothing like a food bar with everything you could





possibly want.

The only downside of the weekend was the trip home. Hurricane Rita had worked her way into the Midwest, and rain was the name of the game for most of us heading home. While I had some unexpected wetness on the driver's side floorboard (about one and a quarter inches), I really felt sorry for Jake's buddy, Brian—the one person in our group that made the trip on his motorcycle. At a gas stop, we cut out a giant trash bag for him to wear in-between a couple layers of his clothes. The cause of my leak... no steering bushing!

If you're looking for a year-end event, don't hesitate to join us. We go to have fun, not to win trophies. As a matter of fact, we left before the trophies were handed out. We did call the City of Evansville and found out that Marty Maier won the "Best DeLorean" award out of our group of eight cars. Marty's car is very classy, and definitely deserves the recognition.

Send me an e-mail if you are interested in next year's event.
gullwing-magazine@sbcglobal.net ***





George McFly (II) on Pigeon Forge

By Jeffrey Weissman



Daniel Deutch, entrepreneur extraordinaire, called me up last spring and asked if I might be interested in appearing at the DeLorean Car Show in Pigeon Forge. (I had appeared previously at a car show in Las Vegas in support for Daniel's "Tire Flies" product. He's now sold the company so that he can focus on his Disney robotics work)... 'having never attended a DeLorean Show before, it was an amazing experience to witness the dedication and love the owners invest in their "classics" from the disco- mobile to the amazing monster big wheel DeLoreans, owner's imaginations (and pocket books) stretched to new heights. Exciting for me was meeting the vivacious daughter of inventor John DeLorean, Kathryn. Also seeing Stephen Clark and family, in person (He is the webmaster for the Back to the Future fan site, that I've only known virtually for many years), the enthusiastic and generous attendees that stayed good natured during the rigors of competition, and the grind of the events during the show. It's not easy to put out there one's life's work in restoring DeLoreans and to be judged...all stayed very brave and good natured at the same time.

Images that come back to me a year later....giant sound systems fit into a small car, the pimp mobile, the Vendors, the entertainment, celebrities, miniature golf courses, waterslides, Dollyland, Claudia & her son, Charlie Chaplin's antics, (I was happy no one kicked me out when I started playing with the dinning guests unannounced), the Q & A, Dan Deutch's cat eye lenses, the great Smokey Mountains, Ken nearly collapsing from exhaustion, the bidding on Claudia's car going sky high, the warmth of the fans, being a part of the event was good food for my soul. Thank you!

I am hoping to get a handful (if not more) of attendees in Chicago to do a short theater games workshop on Friday, so that on Saturday eve during dinner or the presentations, we'll have DeLorean owners entertaining in a "Who's Line" type improv show. <http://www.jeffreyweissman.com> —

Peace & love,
Jeffrey



PROJECT VIXEN

By Dave Stragand
PART III

In the last installment of the Project Vixen saga, we were just gearing up for the home stretch of VIN #5927's restoration. After being totally disassembled by the previous owner at only 1,721 miles, the car had come a long way back towards completion, but was still miles away from being done.

As time went on and Pigeon Forge got closer, my emotions swung wildly. At times, I was incredibly anxious to get the car finished & on the road, but at other times I was afraid to even back the car out of the garage. I guess that's a normal reaction to any long project that's nearing its end, but I had to face my fears and simply drive. After all, Pigeon Forge was 500 miles away, and the longest trip we had taken to date was only 11 miles. We needed to do some serious breaking-in before we attempted the trip. Juley practically dragged me to the car each day to get as much "road time" in as possible before we left.

All of the shakedown drives went flawlessly, but somehow that worried me even more. When we finally left that morning for Pigeon Forge, we were carrying about 200 pounds of

tools and spare parts. I was convinced something would go wrong...

But, to my surprise, we didn't have a single problem going either to or from the show, and the Vixen has been doing great ever since. DCS Pigeon Forge was the highlight of my five years of efforts. It was great to talk with so many people who have been following my progress over the years, and I was honored to meet all the people who had been cheering me on for so long. I was further honored with the Best Restoration and Best Lighting awards, and now I am once again honored by being asked to share my experiences with you.

When Ken & Josh asked me to write-up the final chapter of the Vixen saga for this issue of DCS, I wondered exactly what I would write. How do you sum up five years of work in a couple of pages? I guess what I'd most like to share is what I have learned during the restoration.

Find out what matters to you. In buying or restoring any car,



you need to set some priorities. Will your car be a Saturday night cruiser, a Concours car, or a daily driver? It's hard to have it all, so determining your goals for the project are important. Even when you've picked out your car, prioritize the repairs or upgrades, and focus on the things that will bring you the greatest satisfaction first.

Make a budget. If you spend every cent buying a car that needs a lot more money invested before it's streetable, you'll start to see the car only as an endless drain on your wallet. It's a race against time -- the longer the car sits, the more it will need, and the less energy you will have to do it. This is what my friends call the "Project Car Spiral". Avoid it. Make a detailed list of what your car needs, and how much it will cost to do it. Then, create a realistic budget of how much time and money you can spend on your car per month, and develop a schedule of when you will proceed with each individual repair.

Keep notes -- what you did, what you have to buy, and what you need to do. Just a simple spiral notebook can be a wonderful resource in your restoration. Write down notes as you need them, staple in your receipts for parts and

service, and keep up to date "to do" and "to buy" lists. Eventually you get to cross each completed item off of your list, and believe me, that is very satisfying. Every item crossed off will help you realize you really are getting somewhere with your project. You can also use your "to do" and "to buy" lists to help you revise your budget once in a while, which gives you a more secure feeling about how much time and money it will take to complete your car. Plus, when you're done you will have an amazing scrapbook to look back on as well.

Watch 'scope creep'. During the course of the work on my car, I decided I would heavily modify the engine, completely modernize the interior, put in a thousand dollar stereo/video setup, and install a complete strobe lighting system. Whoa! That would have completely blown away my budget, and was way beyond the original scope of the project. Could I change course in the middle? Sure, but it would have pushed my completion date back several years. Was I prepared to deal with that consequence? No, not at all.

If you feel like the scope of your project is growing uncontrollably as you work, then stop, take a breath, and split it into separate whole projects. Stage I, Stage II, etc. There is no reason you can't "finish" your car two, three, or even ten times!



Each time you “finish,” you build up the gumption you will need for the next stage of your project.

Gumption, patience and Zen. Gumption is your enthusiasm and energy to get the work done on your car. If you don’t have it, nothing will ever get done. Conversely, if you do have it, there’s no way you won’t get it done. Think of it as the on/off switch for the success of your project.

When you feel like working on the car, get to it! When you don’t feel like working on the car, don’t. It sounds like common sense, but you would be surprised how many people don’t see that. If you don’t feel like working on your car, but you force yourself into it, you start to get sloppy, make mistakes, and lose even more gumption in the process. Keep your gumption high and success will follow.

Pick your battles. Sometimes, no matter how much you want to do a certain task, you find that you simply lack the tools, time, knowledge, or energy to do it. That’s part of any restoration. There’s no shame in farming out work to a vendor or good repair shop – and you may save time, money and hassles as well.

Get a little help from your friends. Another option is to ask other DeLorean owners for help. Most are happy to help you with projects both large and small, and you can always benefit from their experience. Make friends with the owners within a day’s drive from you, and keep in touch. Local owners Dan Plakosh, Dom Diaz, Pete Lucas, Chris Bowman and Jeff Porter were always there to lend a hand when I needed it, and my fiancée Juley Rycheck spent nearly three months out in the driveway helping me getting things finished. Ask for help when you need it, and remember to return the favor someday!

Buy or borrow test equipment & tools. Knowing what’s going on with your car isn’t a ‘knack,’ it’s a process. Your car will always tell you what is wrong with it – if you only know the

right questions to ask. The manuals have good checklists for troubleshooting the most common problems, but many require special tools like fuel pressure test gauges, timing lights, or emissions testers. You can usually find an owner near you who has the special tools you need, and the experience to help you use them. If not, many of the tools are available from vendors or by specialty tool stores online. The money spent on good diagnostic tools always pays for itself in the end.

Go with the vendors. Early on in my restoration, I spent countless hours trying to find ‘cross-reference’ parts instead of buying items directly from vendors. I thought I could save money in the long run, but boy, was I wrong. A quick total of my receipts shows that I have over \$1500 in useless ‘cross-reference’ parts sitting here on the shelf. In what way did that save me any money? Our vendors make a living by providing you with parts that they 100% guarantee will work on your DMC, and they do so at very reasonable prices. As a bonus, I have gotten untold hours of free tech support from every vendor I have purchased from, and that advice has saved me huge amounts of time and money over the years.

So that’s the Project Vixen story. I hope your restoration projects can all be as fun as mine was. Make sure to send your stories into DCS magazine to share them with us all!

Where does the Vixen go from here? Like most restoration projects, I don’t know if we’ll ever truly be done. In BTTF2 terms, “Getting BACK was just the beginning...”

The next phase of the saga is Project FoxPOWR (Passion Overwhelms Reason). Ever see a 400+ HP PRV? Neither have I. I have begun the process of building what I hope will be the most powerful PRV the DeLorean community has ever seen, with a heavily modified UN1 transmission to back it up. My preliminary estimates put the costs of the project at about \$11,500. An engine swap would cost less than half of that,

but somehow trying to get blood from the stone that we call a PRV just has this crazy, irresistible appeal.

I was crazy enough to turn a disassembled basket case into an award-winning show car. But am I crazy enough to rip it all apart again? Crazy enough to engineer and build a 400+ HP, twin-turbo, intercooled, monster race engine for a car that I've never driven faster than 70mph?

Yes, I'm crazy. Crazy like a... Well, you get the idea. ? —

DCS would like to wish Dave and Juley Stragand the best on their recent marriage. Congratulations!

The complete Project Vixen story is available online at <http://www.ProjectVixen.com>



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Step X Step Guides #2: Cruise Control Installation

By **Ryan Wright**

NOTE: This magazine is not responsible for any damage or injury caused due to negligence, improper installation, or improper use of the information.

As much as I enjoy my DeLorean, taking it on road trips was less than enjoyable. I found this out after purchase when, during the 12 hour drive home, my right leg became so sore I had difficulty maintaining the speed limit. Frequent breaks got me home but I began to dread the thought of even brief out of town journeys. The problem was obvious: This car needs cruise control!

Believe it or not, installing cruise control in your DeLorean is a relatively easy Saturday project. If you can install a car stereo or alarm system, cruise control should be within your abilities. The first thing you'll want to do is select a kit. You can spend as much as \$500 depending on the type of system you buy, but in the end they all do the same thing. Venturing into unknown territory, I decided to buy the cheapest system I could find and make it work. The Audiovox CCS-100 comes with everything you need and can be had for \$80-\$110 at various retailers including many local auto supply stores. The installation procedure is completely reversible, leaving no holes or other problems should you later decide to remove the system.

Having obtained the kit, it's time to get started. The most

critical installation task is the connection to the throttle linkage, and due to cable length & bending radius requirements, this connection tends to dictate where the control unit will mount. The throttle linkage connection should be carefully considered as there is the potential for your throttle to jam and stick open. Some installations wrap the cruise control's connection around the barrel with the stock connection; this has the potential to bind the two cables together.

Connecting to the back of the throttle spool is a logical workaround. With the cruise cable pulling from the rear of the vehicle near the trunk latch, interference with the stock throttle cable should be eliminated. The cruise is also prevented from pulling wide open throttle, a plus in terms of safety. The stock throttle cable will "unwrap" from the spool when the cruise pulls on it; you can see this behavior by manually turning the spool. Turn it too far and the cable has the potential to "fall off", wrapping around the metal guides and jamming the throttle open. Installed properly, the cruise should not be capable of pulling the throttle this far, but this should be tested manually during installation to ensure safety. If your throttle cable is loose, you will want to fix this before continuing.

The cruise control unit should be mounted on the left side of the engine bay. One of the included brackets can be modified to fit into an existing bolt hole. Bend the end into the shape shown in **photo 1** using a table mounted vice and a pair of





pliers, then enlarge one of the holes with a drill to fit it over the existing bolt. This modified bracket bolts right to the grey bracket on the CCS-100 control unit. Then, carefully route the cruise pull cable around to the back of the engine bay, ending near your trunk latch. Be careful to avoid sharp bends in the cable and use tie-wraps to keep it away from the belts.

The CCS-100 kit includes wires that have a loop on one end and a bead chain connector on the other. Take one of these and cut off the loop. Loosen the nut on the back of the throttle spool, slip the cut end underneath it, and retighten it. The existing throttle cable is also held tight by that nut, so be careful to keep it that way. I also recommend the new cable be installed on the outside of the existing, so it does not have to "cross over" before exiting the throttle spool.

Now it's time to mount the "pull" side of the cruise control cable. Using the included brackets, rig an "L" shape and mount it on the left side bolt of the trunk latch as shown in **photo 2**. You may need to enlarge the top hole in the bracket to get the latch bolt through it; simply mount in a vice and drill. Slip the cruise control pull cable through this and tighten it all down. Use just enough bead chain to leave a little slack; not too much, but it shouldn't be tight. The CCS-100 requires a tap into your car's vacuum line. Thankfully all hoses and taps are included. That thick, lone cable exiting the left pontoon right in front of & underneath where the control unit is mounted is your vacuum line. Cut that baby, install the

included T, and connect a piece of vacuum line from the T to the CCS-100. This does not interfere with the rest of your vacuum system assuming it is working properly.

While the CCS-100 can obtain its speed readings from a vehicle speed sensor (VSS), the DeLorean is not equipped with one. I had limited success getting it to work in "tach only" mode, and after consulting with Audiovox's engineers I decided to use the included magnet kit. Following the instructions, I mounted two magnets 180 degrees apart on the driver's side half shaft, on the larger area where it bolts to the transmission. The magnets are initially mounted with double-sided sticky tape, then secured with the included wire. A sensor must be placed in close proximity to the magnets. Another quick modification to the included bracket allows it to be mounted in an existing bolt hole on the transmission, then bent into place.

Electrical work comes last. The jumpers on the CCS-100 should be set as follows: (1) off, (2) off, (3) on, (4) off, (5) off, (6) off, (7) on. If you have a 5 speed, the black jumper next to dip switch #1 should also be removed per the installation manual (leave it in for an automatic). The actual wiring is straightforward and should be done according to the manual. You'll need to supply +12v and ground; connect the magnet sensor & the control panel; a connection to the coil and a connection to the brake lights.

The connection to the coil (blue wire / tach) can be made at the idle speed ECU, located in the removable panel on the parcel shelf behind the driver's seat. Connect to the white/grey wire on the left plug. The purple wire connects to your brake lights and should be energized with +12v when you apply the brakes. Connect this wire ahead of any bulbs in the brake lighting circuit, as you do not want a burned out bulb to prevent your cruise control from disengaging.

That's all there is to it. For further questions or to view additional pictures, visit my web site at:

<http://www.ryanwright.com/delorean/ccs100>. ■■■

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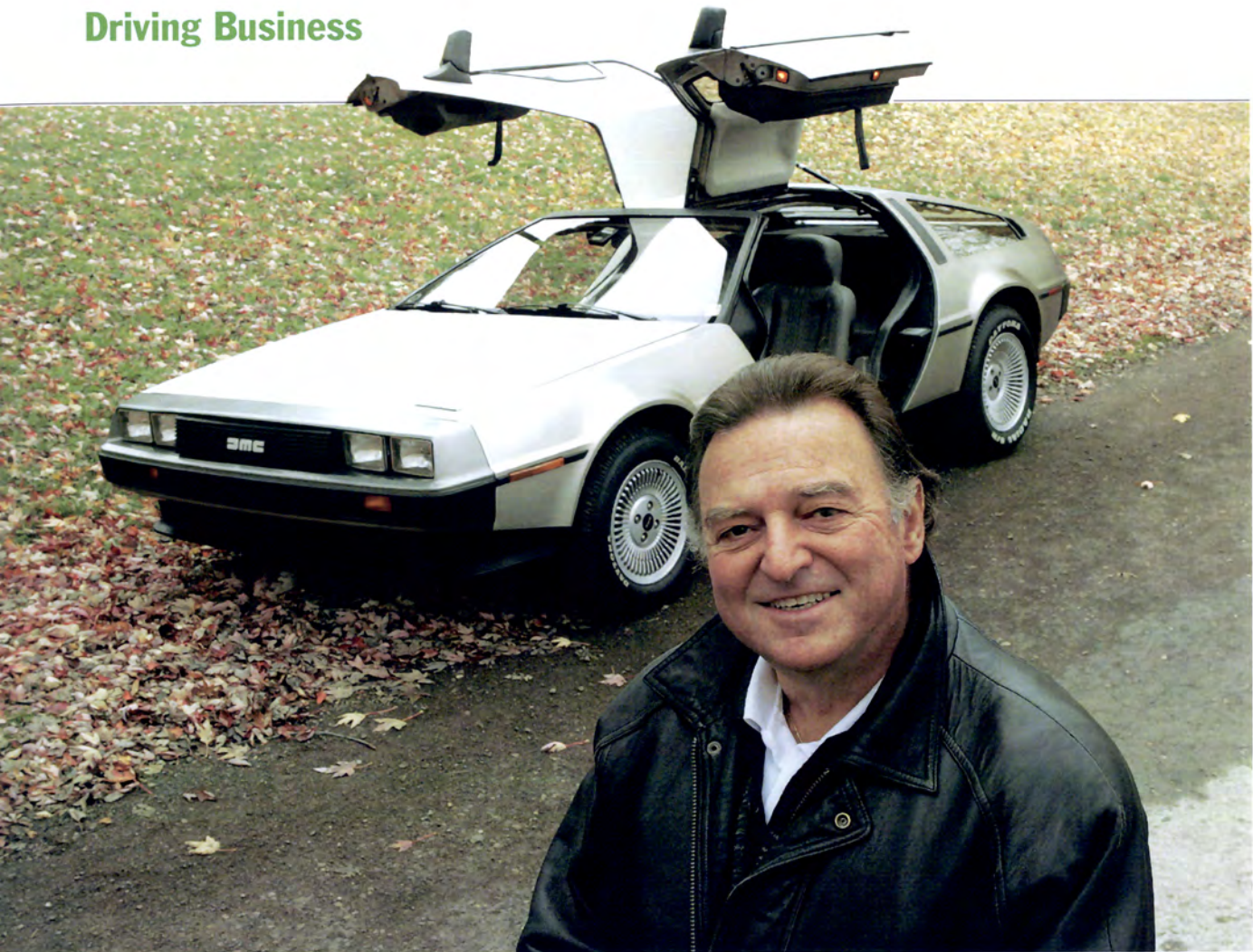
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MARVIN STEIN, owner, Mr. Advertising Ltd. 1983 DeLorean

I'VE HAD THREE DELOREANS OVER THE PAST 16 YEARS. At the end of five or six years, you sort of get bored and start looking around for something new. But every time I do, I can't find anything nearly as unique. This one is definitely my favourite...the best mechanically of the three I've had.

SOME PEOPLE REFER TO MY ATTRACTION TO DELOREANS AS STUPIDITY or self-abuse—a masochistic auto affair. But I'm attracted to DeLoreans because they're distinctive and individualistic. It was the dream of John DeLorean, and I suppose I'm a dreamer.

THERE ARE QUITE A FEW DELOREANS IN THE AREA—four in London from what I know—but I think mine is the only one driven on a regular basis. I know of one that is rotting away in a garage, which is a shame because there's no problem getting parts for them. All of the parts are available from a Texas-based company that keeps an inventory of new old parts as well as used parts. There's also a very strong online community of DeLorean owners.

IF YOU SURVEYED ALL OF THE OWNERS, 100% would wish for a more powerful engine and greater speed. It looks really fast, but it isn't. But the design and amenities for a 20-year-old technology are quite good.

REALLY, I DON'T CARE WHAT PEOPLE THINK OF ME AND MY CAR. It's a fun car and, no question about it, a head-turner. But it's a short life, so what the hell. I'm in my 56th year; my friends are dying and getting sick. Behind the wheel, I feel like a kid again. **bl**

Step X Step Guides #1:

Steering Column Bushing Replacement

By **Ken Koncelik**

Our first step by step guide covers replacing a worn steering column bushing. If your car feels like it floats when you drive it at highway speeds, and if the steering column moves up and down or left and right even when it's locked in place, you may need to perform this repair.

NOTE: This magazine is not responsible for any damage or injury caused due to negligence, improper installation, or improper use of the information.



1. To begin, open the bonnet and remove the Access cover over the power Brake Cylinder.



2. You will see the steering linkage. Remove the bolt holding the lower U-Joint section to the shaft.



left: a useful tool that no DeLorean owner should be without for that routine maintenance procedure.

3. From underneath remove the bolt holding the upper U joint to the steering shaft. (We find it easier to pry open the Lower U joint section and pull it apart then pull off the upper U joint off the Steering column Shaft)



4. At this point you need to go inside the car and remove loosen the bolts holding the steering shaft to the dash. These are two 17 MM bolts. Remove the left side knee pad as this will be easier to work around without it in the way and its easy to remove with the 4 screws that hold it in place.



5. Drop the steering column down to clear the metal brackets that hold in the steering column then pull it out.



6. Once out the steering column is made of two shafts. The shaft that goes through the Fiberglass body can be removed at this time making it easier to install later.



7. Remove any of the old bushing if there is anything left



8. We use a large socket and a large bolt to reinstall the new bushing. *(Make sure the new bushing fits the shaft and goes on smooth)*

NOTE: not all bushings are created equal. Some do not have four cross cuts to allow it to install easy. If you have one that does not it may fit tight on the shaft after installation or may not go in as easy. This does not mean it is wrong or does not fit but you may need to ream out the hole if it is too tight.



9. Using your jig place the fixture bolt through the bushing and then through the hole.



10. Place the socket over it on the outside and use a washer and a nut to fasten it tight.



11. Using a socket tighten and draw the bushing through the fiberglass body until it locks in place.



12. Now place the free shaft through the hole and the steering column over the shaft then up into the steering column mounting bracket.

13. Reinstall the rest by doing the reverse of the removal procedure.

NOTE: It is not necessary to remove the Knee pad but I find it easier for me to see and it just takes minutes to do. ---



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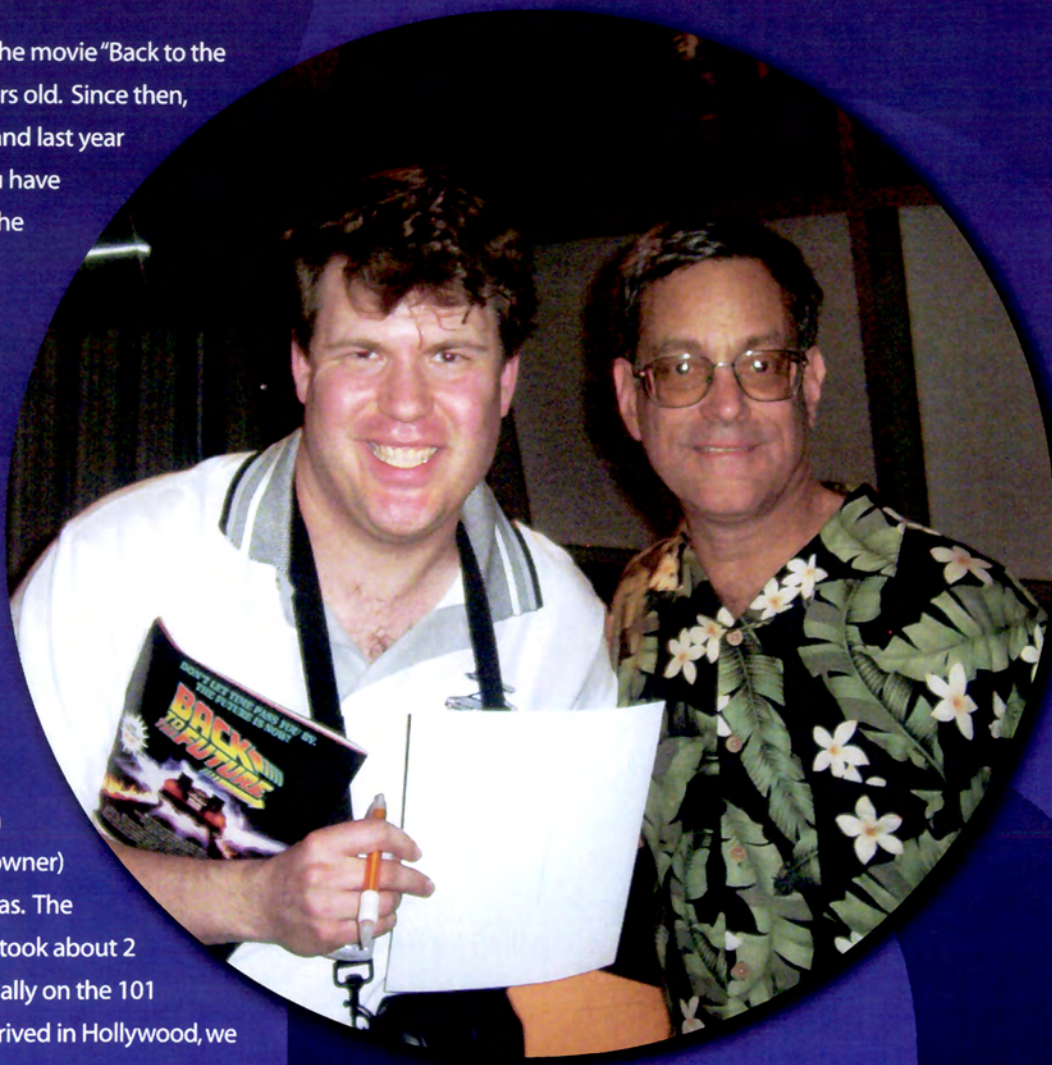


Doubling Back

By Christopher Mack

The year was 1985 when I first saw the movie "Back to the Future" in the theater. I was 10 years old. Since then, I have always wanted a DeLorean and last year that dream finally came true. If you have never seen "Back to the Future" in the theater it is quite an experience. In January 2005 when I found out that "Back to the Future" was going to be shown at Arclight Cinemas in Hollywood for the 20th Anniversary of the original release. I immediately bought tickets!

On February 1, 2005, the day of the event, I took my DeLorean to DeLorean Motor Center to have some work done and then caravanned with Dan Botkin, Owen Emry, and Scott (a BTTF DeLorean owner) and his girlfriend to Arclight Cinemas. The drive from DeLorean Motor Center took about 2 hours and was slow at times, especially on the 101 Freeway to Hollywood. Once we arrived in Hollywood, we





garage across from the theater and ate dinner at Baja Fresh. After we had a few drinks at the Theater's bar we headed into the lobby and saw Claudia Wells and Tom Wilson. Dan Botkin said hello to Claudia and I got Tom Wilson's autograph. Once inside the theater I met Tony Swan, a DeLorean owner from the Chicago area who currently owns four DeLoreans (one of each of the available interior color/transmission type combinations). Before the movie the actors from "Back to the Future" were introduced. The actors included Christopher Lloyd (Doc Brown), Claudia Wells (Jennifer Parker), Tom Wilson (Biff), and Lea Thompson (Lorraine Baines/McFly). Bob Gale (co-writer of "Back to the Future" with Robert Zemeckis) was also introduced. The audience was asked who was seeing Back to the Future in the theater for the first time and the majority of the audience raised their hands. Once the movie started there was a lot of cheering and clapping when the different actors names appeared on the screen.

Following the movie, there was a question and answer session with the actors and Bob Gale. Members of the audience submitted questions. People who had their questions chosen received their choice of either the "Back to the Future" trilogy or Taxi on DVD. Some of the funnier questions that were asked included, "What the hell is a gigawatt" and "What was your funniest experience during filming?"

Following the question and answer session, we left the theater and headed to the lobby where Bob Gale was signing autographs and having his picture taken with us fans. Once I had received Bob Gale's autograph and had my picture taken with him, I left the theater with Dan Botkin and Owen Emry, and met Tamir Ardon, who's website I had admired. After exiting the theater Dan, Owen, and myself had our picture taken in the parking garage with our DeLoreans and then caravanned down Hollywood Boulevard. Needless to say, we all had a great time at the event. If I were to describe the event in one word, I would say it was "Timeless." Hopefully, someday I will get the opportunity to go "Back to the Future" again. ■■■

THE MYSTERIOUS BEGINNINGS OF

By **Lawrence Lormand**



VIN 538

was the vehicle that John and Christina DeLorean used for promotion and personal use."

I knew I didn't have enough money with me to get this car after waiting all this time and then hearing that! My friend asked what I was going to do. I told him "I Don't think I can afford this one...we'll have to see."

The bidding went up past what I considered a fair price of \$13,000.00 so I stopped bidding. When it was over, my friend came over and told me he had gotten a car. I asked which one, and he told me the one I was bidding on! Well at least I would be able to drive it around once or twice.

My friend drove the car back while I followed. When we got back to Michigan it was time to get this car ready for Gratiot Cruise Weekend. However, my friend ended up parking the car in his backyard and that was the last it would see the road for 16 years.

After he got married his wife took the bonnet off the car and filled the luggage compartment with dirt and planted flowers every spring. She called this DeLorean her stainless steel flower pot I was so mad, because she knew I wanted this car. I asked every day then every week and every month for 16 years till he finally said Okay. Finally I have my own hand picked car in my garage. "Lorean", number 38. After some research I discovered where to find readily available parts that I had been told were no longer available.

NOW, For the PRE-PRODUCTION part of this story. I was e-mailing people for information whenever I saw an owner selling there car or some DMC documents. During this process, I found some great news. This fellow returns an e-mail to me

It all Started in 1980 At the International Auto Show in Detroit, Michigan. I went to the DeLorean display and I looked at the most interesting car I had ever seen, the crowd was deep and waiting to get next to it wasn't an option, I went around the crowd to get a close up of this gullwinged wonder and I knew I had to have it. Well, In January 1985 a friend of mine asked if I wanted to go to a bankruptcy auction in California for DeLorean Motors and I couldn't pass it up. When we arrived there were people everywhere. We walked for 3 hours to look over all the DeLoreans, Cadillacs and others that were there, there were some differences But, as one fellow put it "they're all the same car".

Little did he know I was picking out a car for my future. As the auction went on, my friend and I went to the end of the line of cars and found this DeLorean that looked used but in really good shape and my friend asked me what I thought. I was a certified mechanic at the time and I told him "the cars all have the same v-6 motor so it wouldn't matter the only thing different with this one was that it had been used so it had a little run time". I also told him this was the car I was getting. He agreed and he wanted a new one any way. When the car came up for auction the auctioneer announced "that this 1982 lot



selling his Black Body Fiberglass Pilot car number 20 on Ebay. I took my time to read this information as he states, "Hello Lawrence, I am very familiar with your car, as I was in management at the factory in Ireland. your car was built in the finished factory by hand before they knew what order things would be done by engineers and before factory workers were finished with build training. Your car was supposed to be a training car used for promotions and mechanics training. Production on the assembly line started at VIN number 560. he also described some of the difference's on my car that they didn't incorporate on the other cars:

- the bonnet with hinge holes on the inside lower cover
- 2 spot welds they started on the luggage bonnet for a support rod but, stopped because of noticeable welds
- Pioneer Super Tuner radio
- Engine cover has a twist and lock release
- No door VIN plate with a build date

He said mine was the only car they didn't replace for a recall

due to windshield reflection, they painted the dash plates and installed door plates with U.S. required Plates because the engineers had the car for more interior updates. I went out to my car to investigate his claims and to my surprise every thing he said was correct even the dual switch on the passenger side door jamb for right hand drive cars as they used my car for interior fabrication for both cars. I will have to disassemble my car soon to look for the right hand drive set up to see if it's there. He also told me to check for the lighter painted fascia's. They painted 3 different colors and repainted only 2. Sure enough I have the 2 light colored fascia's.

There are people in the community who claim that there are no pre-production DeLoreans above VIN #500, however, this is not the first response from a factory worker that confirmed the same information about factory starting production at number 560. Actually I have 4 e-mails from former workers and management that state this is a fact. If you've ever wondered why they started the factory warranty with VIN number 000560, this would be why.

I had my car at Pigeon Forge, and there were people there that also agreed that my car had so many differences and being such a low VIN number it could be a Pre-production car. I had 1981 thru 1983 cars next to my D, and those other owners wanted to compare theirs to mine and see if there was a difference. I didn't even notice some. Like soft side door skins which are not welded on, stainless strikers, console slightly different, storage compartment has a small finger hole with no lock, relay compartment has 2 extra relay sockets I have quite a few differences that everyone else noticed. It doesn't make any difference to me for I have a pre-production car or not, but I think it's cool to see the differences.

I now own 3 DeLorean automobiles. VIN number 00915, automatic, grey interior, #04873 automatic black interior and always looking for others. I was invited to attend the 53 annual Detroit Autorama this year, March 4 thru 6th, after 3 years of trying to get in. I had such a response the first day that I couldn't even sit down. The committee for the show put me on the center floor main isle, I had people ask, "now that you have it stripped down to the bare metal what color are you going to paint it?" or, "why did you take the Ford motor out?"

The one that I took offense to was, "There's that car that was made with drug money." Believe me I also gave history classes to many of the unknowing people who stated such questions and were very pleased to know that our own Detroit Pontiac GTO creator didn't do any wrong. The second day Saturday was even better. I got to meet some other DeLorean owners and even let them in to look my car over very carefully. Some were looking at every detail with a fine tooth comb, because of a post I made on the DML mentioning the pre-production thing. Even with their skepticism, they concurred there were differences. By the end of day two the Autorama people had posted a guard at my display because of all the people that were there and to address concerns about potential troublemakers.

Day 3, Sunday came and I met more DeLorean owners, sellers and people interested in the display I had arranged. At 2:30 PM, with a large crowd and my voice about gone, this guy pushed through the assembled people and got over the ropes and into my car. By the time I got there he was trying to push buttons and start the car. We got him out and all he could say was "It's 5 minutes to 4:00 and Doc Brown told me that I had to go back at exactly 4:00 or there would be consequences."

That did it for me. I knew this guy was on the other side. The guards got him out



of there with no problem, but I was tired. The committee announced that the award ceremony would take place at 6:00 p.m.

As I sat there listening to all the awards being passed out I heard someone say, "Lawrence Lormand and his 1981 DeLorean... what a car and with all that shiny stainless steel, we are pleased to award you 1st place for cleanest and showmanship with this great looking car. We were very pleased to be the judges to check out such a car with a great history."

I didn't know what to say. I looked at my son and wife and went to accept my award, out of 32 other cars I got 1st! Well, I couldn't talk anyway. I was hoarse so I just walked up accepted my award, said thanks for all the support and walked down to my DeLorean for a photo shoot with the award.

I really enjoyed myself and the many that had questions about the car and it's history. I wish John could have been there as I was in front of the General Motors display with their New GTO release. Even the models and workers at their display came over to take a closer look. You know I had to take some of their photos with the car. I couldn't pass it up. Look me up on the DeLorean News or the DML! hope to see you all in Chicago!---



For all of your **DELOREAN** Holiday Shopping Needs...

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Imagine DeLorean floor mats that don't wear out in a couple of years and don't bunch up under your feet! Most replacement mats don't fit properly because they're patterned after the originals which are undersized and tend to shift around. I made new patterns from my own car and they are over one inch wider in some places but will fit your car much better than the stock mats. The backing has also been recently upgraded to a heavy duty plastic with nubs to hold it more firmly in place than before. Together these improvements make these mats an unbeatable combination of quality and value.

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Note: Boot and frame available separately.

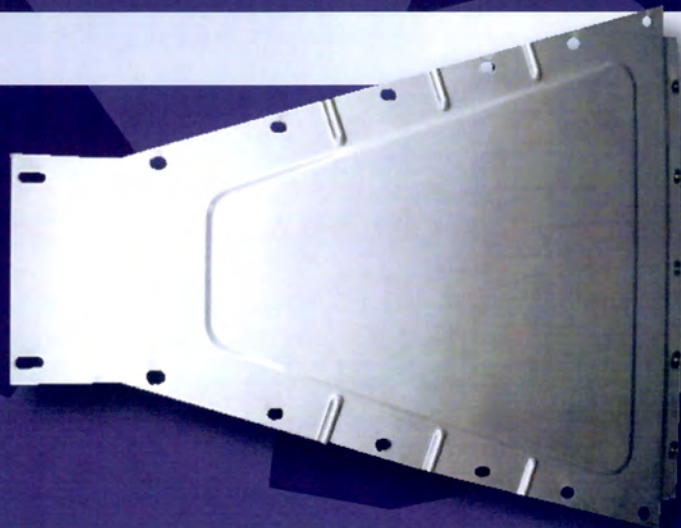
T4041 M.T. Shift Lever (115811G).....\$95.00

Includes stronger retention pin (not shown in picture)



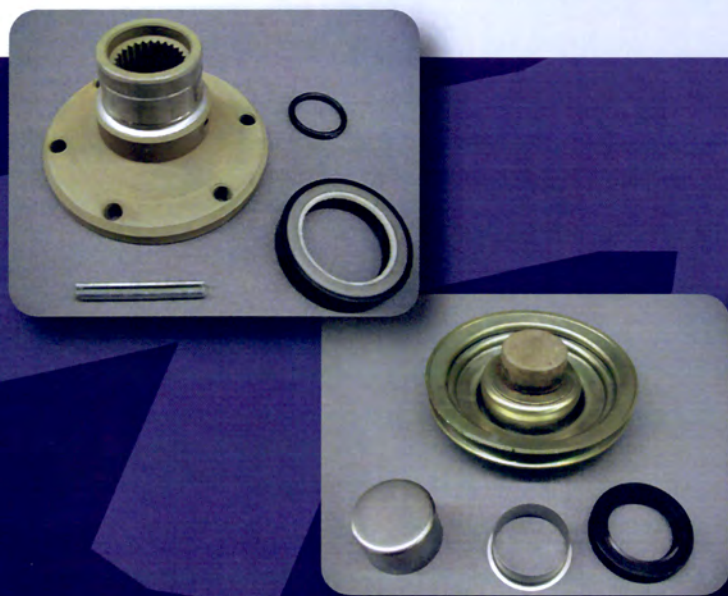
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If you ever had a brake master cylinder leak (very common after twenty years) chances are your fuel tank closeout plate is rusted. Brake fluid lifts the original epoxy coating and is highly corrosive causing major rust problems without early detection. You can usually spot the problem by inspecting for wrinkly and soft paint near the left front edge of the plate below the master cylinder. Rust can spread to the frame and removing the plate and checking is the only way to confirm everything is OK. New original plates are unavailable and many are just too far gone to refinish unless you don't mind holes! This stainless replacement is beautifully crafted and is a much more permanent solution for this high risk area of your frame.



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All items in kits available individually including sleeve kits.

Note: Crankshaft pulley shown with un-installed sleeve and installation tool. All kits come with sleeves installed.



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